

## 'SAFETY FIRST' IS LOSING ITS FORCE

Ninety-nine Per Cent. of Accidents Are Due to Carelessness.

By H. CLIFFORD BROKAW.  
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The long list of motor accidents, with fatalities and injuries and wreckage, which appears especially in the Monday morning newspapers, makes it apparent that the "Safety first" slogan of warning has lost its punch. Of course if the driver does not care whether he is hurt or not and insists upon "taking a chance" no amount of advice or caution will have any effect, but the driver who does care for his own safety and that of those who are in the car with him had better print the words "Stop! Look! Listen!" upon the windshield until they have been burned indelibly upon his mind.

Ninety-nine per cent. of accidents are the result of wilful carelessness or negligence; only 1 per cent. can be blamed upon imperfections of the automobile or causes beyond the control of the driver. In nearly every case also where the innocent party suffers he might have prevented the other fellow from smashing him up.

There are a lot of people driving automobiles to-day who know nothing more about it than ability to turn the steering wheel and move the levers and pedals which control the car. Many of them do not know why or how these devices work. How can they be intelligent in operating the car when this ignorance of its makeup? It is the best proof of the mechanical perfection of automobiles that they go right even though the driver is ignorant.

The great fallacy with the automobile driver is that when the car has been successfully piloted a few miles without accident driving has been mastered. As a matter of fact, he probably has been fortunate in not having run into a combination of circumstances that called for real ability. He hasn't yet had to make a quick stop and get out of a jam; he hasn't devalued a long, steep hill with the car heavily loaded, nor had to turn out into the soft dirt or hidden ditch at the edge of the road when he's come in contact with the other fellow who depends upon him to get out of the way, or the bullheaded driver who will not have pity upon his very evident ignorance and give him more leeway than the law calls for, nor the mediocre driver who is incapable of covering his mistakes. He feels experience.

There is no doubt that real automobile drivers are born with natural talents, as are artists, musicians and other geniuses, and as a very small percentage have this real talent, he who drives carefully, and not his experience in small, inexpensive ones. He is not an experienced driver until he has handled a car several times under all conditions, and he is only fooling himself if he believes to the contrary.

A great many of the accidents come from doing the wrong thing at the right time. Much of the success in driving an automobile depends upon two things—operating the steering wheel and levers automatically and yet being able to have the brain alert and ready to judgment. Many accidents have occurred because, when the occasion to turn the steering wheel came, brain and hands were not working together and the turn was made the wrong way. The driver knew better, but that did not prevent the mishap.

True, a man cannot really drive until he does the various things as second nature, but unless they are done intelligently and promptly they might better not be done at all. And experience and judgment are required to achieve the proper result. Then there are all sorts of emergencies which require special things done. They must be done quick and they must be done right.

But there are many accidents which grow out of the devil-may-care attitude of some motorists. It is not the large number of cars on the highways but the occasional reckless driver that helps pile up the list of fatalities. Then there are those who insist upon speeding past the car ahead of them. The other fellow may be going as fast as the law allows but there seems to be an inherent inclination not to take the other fellow's dust, or else it is the desire to get ahead of the other fellow. Hitting her up is the cause of a great deal of trouble, and it matters not whether the driver is controlling a Duesenberg or a Rolling Rover; most of them want to be at the front of the procession.

Accidents are very frequent in the country around New York because so many drivers take chances at the intersections of other roads where there is no traffic policeman. It is never safe to speed through a road intersection at high speed unless one can use a long way in each direction. It does not make any difference after the accident whether you had the right on your side. You may have had the right of way, but the other fellow did not recognize it and to save a second or two you risked your life and limb, as well as those of the folks in the rear seat. The "safety first" idea here would have saved it all.

Sometimes there is extra danger after a shower, when the roads are slippery. The driver, in a hurry to get home, stops on the grass to turn a corner or a curve in the road, with his foot on the accelerator and perhaps without grid chains on the rear wheels, and the next thing a telephone pole gets in the way and things happen.

There is a fellow who always has to speed up when he meets the locomotive at the crossing and in spite of the sign which bids one "Stop! Look! Listen!" and perhaps a bell, comes to a warning. There are hundreds of foolishly drivers who persist in taking a chance. The same fellows will speed ahead of a trolley which is perilously near. It is impossible to gauge the speed of a train or trolley from an automobile. Even an experienced railroad man cannot gauge the speed without some fixed object to measure by.

Another class of accident comes because the driver fails to recognize the rights of pedestrians in the highway. He seems to think it is the business of the pedestrian to get out of the way when it is a matter of life and death. A pedestrian has first right in any part of any highway unless it is a privately controlled road like the motor speedway.

There are not all the circumstances under which caution is necessary. There are others, such as looking out for another car on a curve or going over the top of a hill, and, of course, the extension which arises in driving in city traffic. But enough has been said to give ample warning to any driver that "Safety first" is his best watchword until he can call himself an experienced driver, and forever after.

### Polished Steel.

When polished iron or steel becomes rustless it may be restored with ammonia compounds or a stiff brush. The parts are then thoroughly dried by heat. Next a copious amount of sweet oil is applied and then powdered quicklime is dusted on. The lime is permitted to stay on for two days and is then cleaned off with a stiff brush. The metal is polished with a soft brush and with soft cloths until the lustre is restored. If the time is left on the iron or steel may be kept from rust almost indefinitely.

## Motoring to the Big Football Games

By O. M. WELLS,  
Chief Roadman, the Automobile Club of America.

Seventy-five per cent. of the people who attend the football games this season will go by automobile. The Bureau of Tours of the Automobile Club of America outlines the shortest and best routes to the college towns where football games will be played this fall, together with a resume of road conditions.

### To New Haven.

From New York, the Boston Post road can be used through New Rochelle, Port Chester, Stamford, Norwalk and Bridgeport, all of which will be open and in good condition, as the main trunk line between New York and New Haven will not be terribly congested as in previous years. There are a number of short cuts paralleling the trunk line where motorists can save time. One is to follow Central avenue to White Plains, then over Westchester avenue to Port Chester. Still a better way is to turn the east from Westchester avenue in a Harrison avenue, which is the second left turn after the turn is made from Westchester avenue. Harrison avenue should be followed to Kirt street, where a right turn is made and followed to a church on left, turning left and going through Glenville to Greenwich. The greatest congestion is through Bridgeport, which will be eliminated to some extent now that John street has been cut through from Park avenue and the new lower bridge has been finished. This is considerably wider than the old bridge.

Motorists can avoid the congested section through Bridgeport by not turning at the library in Fairfield, but continue straight on along railroad to the first turn under railroad, then over a macadam road via Greenfield Hill into North Haven, which is followed past Mountain Grove Cemetery, continuing on North avenue through Old Mill Green and over Hospital Hill, entering Barnum avenue just beyond, which is followed to Stratford, there joining the Post road. Time could, no doubt, be saved by running through Stratford on the west side of the Housatonic River to Shelton, crossing the bridge to Derby, then via Derby avenue to the Yale Bowl. There is a short cut to the Yale Bowl from Arlington on the Post road route which avoids going into New Haven. Motorists going over the Mill road can turn left at a large schoolhouse just before crossing the bridge and going into Davenport avenue, which runs direct to the Yale Bowl. Another excellent way to avoid congestion on the Post road is to go via Waterbury, which is 125 miles from New York, via White Plains, Armonk, Bedford, Ridgefield, Danbury, Newtown and Waterbury, then through Naugatuck and Bethany to the Yale Bowl. Motorists going from Waterbury can also follow the Naugatuck Valley to Derby, then Derby avenue to New Haven.

### Harvard Games at Cambridge.

Both direct routes to Boston from New York are free from construction and detours and in quite good condition. The shore road goes via Stamford, Bridgeport, New London and Providence. The interior route goes via White Plains, Bedford, Danbury, Newtown, Waterbury, Hartford, Springfield, Worcester. It is not necessary to go into Boston, as there is a short cut which is direct to Cambridge, from Weston through Waltham to Cambridge. To reach Cambridge, turn north at Worcester and go through Clinton, Harvard and Ayer.

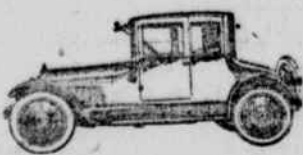
### Dartmouth.

The Connecticut Valley can be used starting from Springfield and going north through North Hampton, Greenfield to Northfield, where alternate routes start, both of which are in good condition. One goes from Northfield through Hinsdale to Keene, then north through Lebanon, West Lebanon to Hanover. The other continues up the Connecticut Valley through Brattleboro, Campton to White River Junction, crossing the river to Lebanon and up to Hanover. Motorists coming from West and Northern New York towns will find the short and best route from Albany over Lebanon Mountain to Pittsfield, then via Jacob's Ladder to Springfield or through Troy, Hancock and Williamstown; then over the Mohawk Trail to Greenfield, running thence up the Connecticut Valley to Hanover, or to Boston is the objective continue east through Fitchburg to Boston.

### Cornell.

The best and shortest route to Cornell is through Tuxedo, Goshen, Middletown, Monticello, Liberty, Hancock and Binghamton to Owego, thence north through Candor and Whitneyville to Ithaca. This can be going to Harvard for the game car.

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## MOTOR TRUCK TIPS.

### Applying Hub Bolts.

In the application of hub bolts it is vitally important that all nuts must be thoroughly tightened when the hub bolts are applied. After a nut has been screwed as tightly as possible tap the head of the bolt with a hammer to make sure that the bolt is properly seated, then tighten the nut again and rivet over the nut end of the bolt. If the hub bolts are carefully applied in this way they will not loosen in service.

### Rattling Bonnet.

The motor truck is, of course, peculiarly liable to rattles, and anything that helps reduce this will be valuable. A strip of round lamp wick or rawhide fastened along the edge of the radiator upon which the front end of the bonnet rests will prevent some of the noise. The ledge can be prepared for the wick or hide by drilling holes, through which the material is threaded, or by drilling smaller holes and securing the wick in place by pieces of fine wire.

### Capacity and Size.

The motor truck buyer must be careful not to confuse carrying capacity and body size. For instance, a gigantic load

of empty paper boxes may be carried on a truck that is very lightly powered. On the other hand, transportation of lead ingots or pig iron cars would call for a small sized body, but plenty of strength and power.

### Tractors and Trailers.

The transportation user whose business makes the employment of trailers a profitable investment will do well to consider the use of tractor units. These are especially designed to withstand the peculiar strains imposed upon them in the hauling of heavily loaded trailers. Briefly, the tractor is purely a hauling unit, carrying no load, and therefore relieved

of the stresses of this part of the service of the ordinary truck. The relief from part of the truck's service leaves the tractor with so much more power and strength to devote to its appointed task of hauling.

### Connecting Chain.

The easiest way to join the ends of a driving chain is to jack up the rear wheel and then engage the links of one end of the chain with the teeth of the countershaft sprocket. If the rear wheel is then turned until it is possible to engage the first link of the other end of the chain with that tooth of the sprocket which brings the links to be joined together, and if the wheel is then turned

back far enough so that both ends of the chain are held on the sprocket, it will be an easy matter, especially if a small centre punch is used to line up the holes and insert the connecting pin or bolt.

### Wire Nails.

The tool box of every motor truck should contain a small package of wire nails of different sizes. These will serve in emergency purposes as cotter pins, etc.

### Terminal Varnish.

Sealing wax dissolved in gasoline with a little linseed oil to prevent brittleness makes an admirable varnish for terminals.

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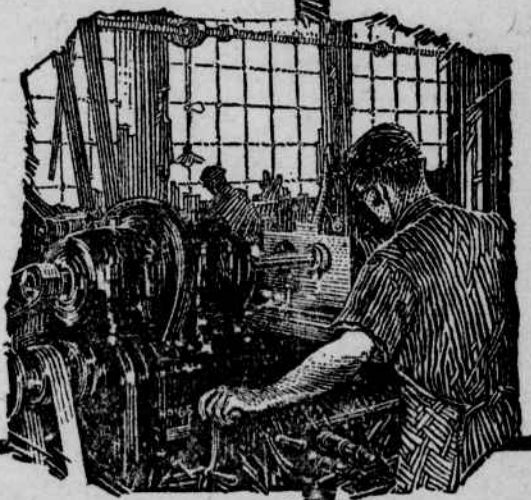
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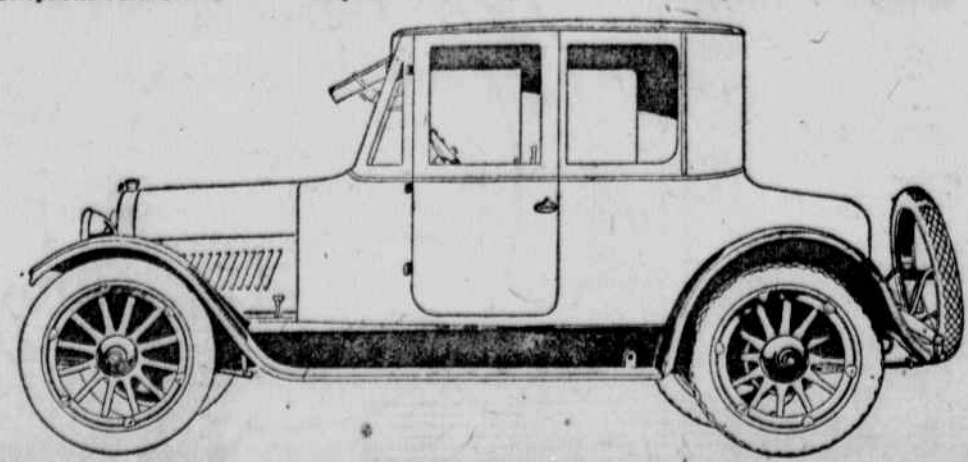
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